

*Sections of the FAR Affected:* 14 CFR 135.143(c)(2).

*Description of Relief Sought/*  
*Disposition:* To extend Exemption No. 5709, which allows Alaska Helicopters, Inc., to operate part 135 aircraft without a TSO-C112 (Mode S) transponder installed on its aircraft. *Grant, June 16, 1995, Exemption No. 5709A.*

*Docket No.:* 27258.

*Petitioner:* Air Methods.

*Sections of the FAR Affected:* 14 CFR 135.143(c)(2).

*Description of Relief Sought/*  
*Disposition:* To extend Exemption No. 5720, which allows Air Methods to operate part 135 aircraft without a TSO-C112 (Mode S) transponder installed on its aircraft. *Grant, June 5, 1995, Exemption No. 5720A.*

*Docket No.:* 27539.

*Petitioner:* ProMech Inc., dba Seaborne Seaplane Adventures.

*Sections of the FAR Affected:* 14 CFR 135.173.

*Description of Relief Sought/*  
*Disposition:* To permit Seaborne Seaplane Adventures to operate two DeHavilland Twin Otter DHC-6-300 aircraft that are not equipped with weather radar equipment. *Denial, June 7, 1995, Exemption No. 6098.*

*Docket No.:* 28096.

*Petitioner:* Boeing Commercial Airplane Group.

*Sections of the FAR Affected:* 14 CFR 25.1435(b)(1).

*Description of Relief Sought/*  
*Disposition:* To permit type certification of the Model 737-700 by testing of the complete hydraulic system at 3400 psig, the system relief pressure. *Grant, May 17, 1995, Exemption No. 6086.*

*Docket No.:* 28112.

*Petitioner:* Ipeco Europe.

*Sections of the FAR Affected:* 14 CFR 25.562(b)(2).

*Description of Relief Sought/*  
*Disposition:* To make permanent Exemption No. 5740, as amended, which allows Ipeco Europe exemption from the floor warpage test requirement for Ipeco pilot and co-pilot seats in Dornier model 328 airplanes, only for those D0328 airplanes registered prior to June 30, 1995. *Denial, June 2, 1995, Exemption No. 6097.*

*Docket No.:* 28115.

*Petitioner:* Aero Flight Service, Inc.

*Sections of the FAR Affected:* 14 CFR 135.143(c)(2).

*Description of Relief Sought/*  
*Disposition:* To permit Aero Flight Service, Inc., to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, May 9, 1995, Exemption No. 6084.*

*Docket No.:* 28140.

*Petitioner:* Aviation Charter, Inc.

*Sections of the FAR Affected:* 14 CFR 134.143(c)(2).

*Description of Relief Sought/*  
*Disposition:* To permit Aviation Charter, Inc., to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 13, 1995, Exemption No. 6107.*

*Docket No.:* 28158.

*Petitioner:* Twin Otter International, Ltd.

*Sections of the FAR Affected:* 14 CFR 135.143(c)(2).

*Description of Relief Sought/*  
*Disposition:* To permit Twin Otter International, Ltd., to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 16, 1995, Exemption No. 6111.*

*Docket No.:* 28159.

*Petitioner:* Grand Canyon Airlines.

*Sections of the FAR Affected:* 14 CFR 135.143(c)(2).

*Description of Relief Sought/*  
*Disposition:* To permit Grand Canyon Airlines to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 13, 1995, Exemption No. 6101.*

*Docket No.:* 28172.

*Petitioner:* Helicopters International, Inc.

*Sections of the FAR Affected:* 14 CFR 135.143(c)(2).

*Description of Relief Sought/*  
*Disposition:* To permit Helicopters International, Inc., to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 13, 1995, Exemption No. 6109.*

*Docket No.:* 28173.

*Petitioner:* Bemidji Airlines.

*Sections of the FAR Affected:* 14 CFR 135.143(c)(2).

*Description of Relief Sought/*  
*Disposition:* To permit Bemidji Airlines to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 13, 1995, Exemption No. 6110.*

*Docket No.:* 28174.

*Petitioner:* Air Carriage.

*Sections of the FAR Affected:* 14 CFR 135.143(c)(2).

*Description of Relief Sought/*  
*Disposition:* To permit Air Carriage to operate without a TSO-C112 (Mode S) transponder installed on its aircraft operating under the provisions of part 135. *Grant, June 13, 1995, Exemption No. 6108.*

*Docket No.:* 28208.

*Petitioner:* K-C Aviation, Inc.

*Sections of the FAR Affected:* 14 CFR 25.562(a), (b), and (c).

*Description of Relief Sought/*  
*Disposition:* To allow installation of "executive seating" in Jetstream Model 4100 airplanes, until such time as design solutions are available. *Partial Grant, June 15, 1995, Exemption No. 6100.*

[FR Doc. 95-17598 Filed 7-17-95; 8:45 am]  
BILLING CODE 4910-13-M

#### **Availability of Solicitation for Development of a High Speed Computer Tomography Explosive Detection Device**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of Availability of Solicitation.

**SUMMARY:** The FAA is authorized under Section 107 of the Aviation Security Improvement Act of 1990 (P.L. 101-604) to award grants for the implementation of technologies and procedures to counteract terrorist acts against civil aviation. Further, Section 307 of the FAA Reauthorization Act of 1994 (Public Law 103-305) permits the Administrator to enter into cooperative agreements, on a cost sharing basis, with Federal and non-Federal entities to conduct aviation research, engineering and development, including the development of prototypes and demonstration models. The FAA has criteria for certification of Explosion Detection Systems (EDS) which call for the equipment to detect, under realistic air carrier operating conditions, the amounts, configurations and types of explosive materials likely to be used to cause catastrophic damage to commercial aircraft. At present, only one EDS device based on computer tomography (CT) technology has been certified by the FAA. This project has as a goal the development of alternative CT-based explosive detection systems to foster competition in the EDS market. Greater competition should lead to lower prices, greater innovation, and ultimately, greater safety for the air traveler.

**DATES:** Requests for the solicitation must be received on or before July 25, 1995. The solicitation will open on July 7, 1995, and will close on September 1, 1995. All applications responsive to the solicitation must be received on or before September 1, 1995.

**ADDRESSES:** Inquiries regarding this matter should be directed to: CT

Proposals, Federal Aviation Administration Technical Center, Office of Research and Technology Applications, Grants Officer, AAR-201, Building 270, Room B115, Atlantic City International Airport, NJ 08405.

**FOR FURTHER INFORMATION CONTACT:**

Questions of a technical nature may be addressed to Mr. Ed Rao at (609) 485-6996. Questions related to grants and cooperative agreements may be addressed to Ms. Kathleen Fazen at (609) 485-4431.

**SUPPLEMENTARY INFORMATION:**

**Background**

The potential of CT for detecting and identifying explosives concealed in baggage and packages has long been recognized. CT images are created by quantitatively determining the x-ray attenuation by materials within a cross section and mapping these values in a reconstruction matrix. The three dimensional image presented has many views and a high resolution and can be maneuvered in real time. The grant seeks to improve the performance of a CT based EDS device in terms of high detection probabilities, high throughput rates, low false alarm rate and a low unit cost.

The application should consist of a technical proposal covering the methodology and technical approaches on the following life cycle aspects of EDS prototype development:

- a. Preliminary Design Phase,
- b. Final Design Phase, and
- c. Prototype Fabrication and Testing Phase.

The developed prototype explosives detection device will meet or exceed specified detection and false alarm rates while achieving a high throughput rate and low unit cost. The target throughput rate is 600-700 bags per hour and the target unit cost is approximately \$500,000 per deployable unit. The performance period for the grant is not to exceed 24 months from the date of award. The certification criteria are classified and require that the applicant's principal investigator have a security clearance at the confidential level. Clearance information should be addressed to: Ms. Karen Clark, ACT-008, FAA Technical Center, Atlantic City International Airport, New Jersey 08405; telephone 609-485-6692, and facsimile 609-485-5690.

A meeting open to all interested applicants will be held approximately two weeks after the publication of this announcement, at Building 315, FAA Technical Center, Atlantic City, New Jersey. A special classified briefing on the certification criteria will also be

held at that time to release and clarify the classified data on the project. The exact details of the date and time of these meetings will be provided in the solicitation publication. The closing date for the receipt of the grants proposals is September 1, 1995.

Additional requirements are identified in the solicitation: Development of a High Speed Computer Tomography Explosive Detection Device, Solicitation 95.3.

Specific selection criteria is set out in the solicitation.

Dated: July 12, 1995.

**Andres Zellweger,**

*Director, Office of Aviation Research.*

[FR Doc. 95-17596 Filed 7-17-95; 8:45 am]

BILLING CODE 4910-13-M

**Flight Service Station at Northway, Alaska; Notice of Change in Facility Operation**

Notice is hereby given that on or about July 25, 1995, we will be permanently reducing the hours of the Northway, Alaska, Flight Service Station (FSS). They will operate from 6:00 a.m. to 9:30 p.m. On September 30, 1995, Northway FSS will close until March 1, 1996. From that date on, Northway FSS will operate as a seasonal facility, remaining open March 1 through September 30, 6:00 a.m. to 9:30 p.m. annually. When open, Northway will operate as a full-service facility. When closed, services will be provided by the Fairbanks Automated Flight Service Station. This information will be reflected in the FAA Organization Statement the next time it is reissued. Sec. 313(a) of the Federal Aviation Act of 1958, as amended, 72 Stat. 752; 49 U.S.C. App. 1354(a).

Issued in Anchorage, Alaska on June 30, 1995.

**Jacqueline L. Smith,**

*Regional Administrator, Alaskan Region.*

[FR Doc. 95-17592 Filed 7-17-95; 8:45 am]

BILLING CODE 4910-13-M

**Notice of Intent to Rule on Application to Use the Revenue from a Passenger Facility Charge (PFC) at Delta County Airport, Escanaba, MI**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Delta County Airport, Escanaba, Michigan, under the provisions of the

Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and part 158 of the Federal Aviation Regulations (14 CFR part 158).

**DATES:** Comments must be received on or before August 17, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Harvey Setter, Airport Manager, of the Delta County Airport and Parks Commission at the following address: Delta County Airport, 3300 Airport Road, Escanaba, Michigan 49829.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Delta County Airport and Parks Commission under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. Jon B. Gilbert, Program Manager, Federal Aviation Administration, Detroit Airports District Office, Willow Run Airport, East, 8820 Beck Road, Belleville, Michigan 48111 (313-487-7281). The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to use the revenue from a PFC at Delta County Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR part 158).

On June 14, 1995, the FAA determined that the application to use the revenue from a PFC submitted by the Delta County Airport and Parks Commission was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than September 12, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00  
Actual charge effective date: February 1, 1993

Estimated charge expiration date:

August 1, 1996

Total approved net PFC revenue: \$158,325

Brief description of proposed project(s): Rehabilitate, widen, and light (MIRL)